

What is claimed is:

1. A method for controlling a clutch located between a drive motor and an automated manual transmission of a drive train, the method comprising:
controlling the clutch so that a free-wheeling function is implemented during an engine braking mode.
2. The method as recited in claim 1 wherein the clutch is disengaged to implement the free-wheeling function.
3. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when the gear is equal to or less than a maximum free-wheeling gear.
4. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when the gas pedal has not been operated.
5. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when an idling switch is activated.
6. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when a driver's desired torque is less than zero.
7. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when the driving speed is less than the maximum free-wheeling speed.
8. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when no downhill driving is detected.

9. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when the transmission is shifted to an automatic driving program.
10. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when a creep function is not activated.
11. The method as recited in claim 2 wherein the clutch is disengaged to implement the free-wheeling function when there is no block of the free-wheeling function.
12. The method as recited in claim 1 wherein the free-wheeling function is blocked when a driving speed is greater than the maximum free-wheeling speed.
13. The method as recited in claim 1 wherein the free-wheeling function is blocked when no automatic driving program has been activated.
14. The method as recited in claim 1 wherein the free-wheeling function is blocked when a hill driving program has been activated.
15. The method as recited in claim 1 wherein a block of the free-wheeling function is deactivated when the gas pedal is operated or the driver's desired torque is greater than zero.
16. The method as recited in claim 1 wherein a block of the free-wheeling function is deactivated when there is a change from a manual driving program to an automatic driving program.
17. The method as recited in claim 1 wherein a block of the free-wheeling function is deactivated when there is a change in gear with a gear that is less than or equal to a maximum free-wheeling gear.

18. A drive train comprising:
- a drive motor;
 - a manual transmission; and
 - a clutch connecting the drive motor and the manual transmission; and
 - a controller capable of automatically controlling the manual transmission, the controlling the clutch so that a free-wheeling function is implemented during an engine braking mode.
19. The drive train as recited in claim 18 wherein the drive train is a motor vehicle drive train.